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The official Journal of

The South Australia Society of

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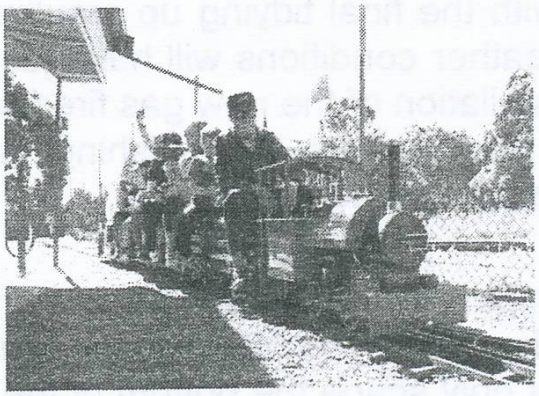

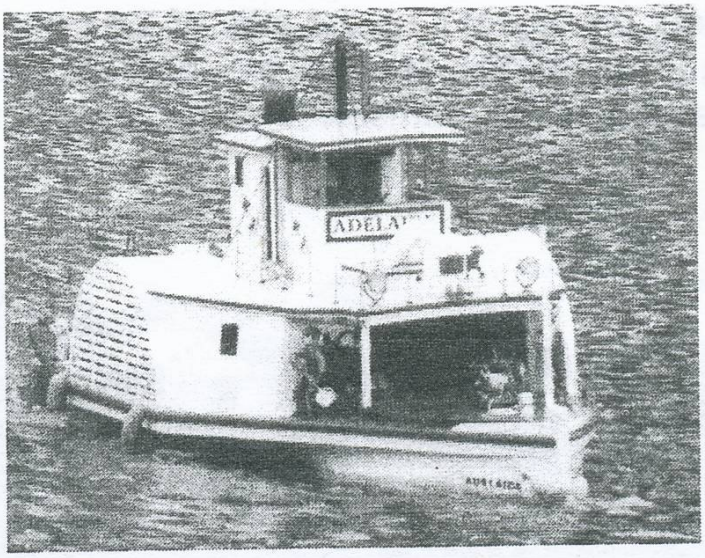

FEBRUARY 2018

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(This bulletin is issued for information only}

HAPPENINGS.

A roundup of SASMEE events, news and other things.

The year of 2017 was rounded off with a couple of long time events .The Annual show of work in November followed by the Members` Xmas party held on the last Saturday in December. More later.
2018 opened up with the Play night in January in lieu of a General meeting.

The major projects of last year, namely, the 7 ¼ gauge round house project is complete with the final tidying up resulting in an impressive structure. Current weather conditions will have justified the effort and expenditure. The installation of the new gas fired boiler is progressing well. As usual with any project the finishing takes the time. A commissioning date will be made known.

Prior to Xmas the pumping out of the pond commenced for a complete cleanout and renovation. This project is labour intensive and is added too by the need to not only scape the bottom of the pond but manually remove the burden, but wheel it up the side of the pond, and transport it to a dumping area at the rear of the club grounds. For those members who have involved themselves in this project, many thanks.

FOR INFORMATION.

Late last year it became necessary to revise a number of Executive and other operating positions within the Club. The current Club management and responsibilities are laid out on the rear page of this Bulletin, but could be subject to change/additions as positions are filled.

CLUB LIBRARY MATTERS.

By the Librarian

SASMEE has an extensive collection of books and magazines.

There are bound volumes of every appropriate modelling Magazine from day one and a range of some 800 odd listed books, mainly hard back on an extensive range of subjects. We have also a vast collection of unlisted material which has not been catalogued. The situation within the confines of the Library is, we have run out of room for the acceptance of other than the recognised and approved addition of magazines.

We are currently faced with the disposal of a vast pile of magazines within the club rooms which were offered at the last auction night, there was little response from members present. Offers have been made to kindred clubs but most have their own supply.

We may be faced with taking the decision to bin these periodicals unless an alternative can be forthcoming.

As regards donations of books, periodicals, DVDs and tapes etc from estates and clean-outs. Such items will no longer be acceptable unless proven to be of worth to members and discussed with both Committee and the Librarians, as we may already have a copy [or two] of the proposed article.

A review of "the worth" of current subscription magazines based on their content relative to their viewing and use by club members has resulted in the decision not to renew the subscription to the "American Live Steam". Magazine subscription review will continue to be ongoing as the current range of purchases, plus the binding of each volume is a substantial amount of money. In the light of this review members who are following an article [and constructing from such an magazine] should advise the librarians, as it may be in the best interest that the person constructing the project purchase their own periodical rather than rely on ongoing supply from the Club.

Any concerns on the above should be addressed to Bill Coles.

SASMEE SHOW OF WORK. Nov. 2017.

Exhibitor numbers were a little down on last year but with the wide range of good quality modelling presented the evening was most successful.

Jeff During`s 60cc Gas engine based on the Westbury design of 1957 was an impressive model. Machined from castings to the original drawings this model involved a high degree of accurate machining.

A "Flat Top" wagon in 5"g complete with a "John Deere" tractor lashed down was the work of **Kingsley Martin.** Wagon detail was well done.

Michael Tingay laid out the chassis and some running gear on his NB30 diesel. [1/8th scale?] Good detail using a range of heavy materials.

A 7 1/4"g "Tich" by **Max Shuard** is up to the stage of being run on air. The boiler is in the planning stage. Very commendable modelling.

The 7 ¼"g "Sir D. Boyde" 2-6-0 K1 being built by **Jack Soames** is a very impressive project, not only by its` sheer size but the very high standard of machining and fitting. Heavy modelling at its best.

Michael Offler displayed his scratch built launch, "Blue Bird of Chelsea" measuring 35 1/2" long with a beam of 8". Deck fittings and finish were very much admired.

Allan Wallace`s LMS 4-6-0 5"G "Doris" is a beautiful piece of work. Finely detailed and painted to a high standard. High standard of modelling.

Brad Cottle brought along a very solid 0-6-0 Switcher loco in 71/4"g. Work is ongoing with good attention to detail. Boiler should make a pretty impressive addition. Good work.

Simon Huntington displayed a twin cylinder vertical engine and boiler. Engine castings were from an original kit machined to a high standard by Simon. End result was a good combination.

The Dickers displayed a 71/4" Wagon Identified as #5. The construction concept is based on laser cut components which results in precision fits and exacting assembly. Great innovation.

A model of an original model sailing ship dated some 1425 of the "MATARO" was a complex project. **Max Shuard** constructed this exhibit and was scaled to the original model as a 1:1 project. A most unusual model to undertake but one of a challenge. Great job.

A further display by Max was a "plug" or pattern for the forming of the sides and roof of a Garden Railway cottage. The pattern was of a eurothane material over which an acrylic render was spread. The individual components were then erected to form a very realistic structure. [Apologies to Max if this description needs amending].

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DECEMBER XMAS PARTY.

The afternoon and evening weather for the December Xmas party could not have been better. Sunny and mild provided the crowd of members and their families with a time to relax, enjoy a train ride, have a natter and work up an appetite. The main meal provided by the "Texas Bull Machine" was first class and was enjoyed by all. Desert followed dished up by SASMEE helpers. It was a great event with trains running well into the night.

JANUARY MEETING 2018. PLAY NIGHT.

As is the usual tradition, the January meeting is overtaken by a play night and invitations to kIndred Clubs. The afternoon/evening was very well supported with an extensive meal being provided by the Club. A range of motive power ran throughout the gathering with an exchange of drivers and passengers.

These types of events allow members to run their locos without the demands of the public and also encourage discussion and camaraderie. A good time was had by all who attended with many thanks to those who spent the time and effort to make it so.

RIDING TRUCK INSPECTIONS.

Members are reminded that the bi- annual inspection and certification of riding and passenger cars is now due. Members involved are requested to make contact with Kingsley Martin to arrange a mutual time for the inspection to take place. Remember certification is a mandatory club requirement.

SASMEE MEMBER PROFILE. ***Bob Smith -Joined SASMEE.in1958***

In the May holidays of 1957 I went to the Royal Adelaide Exhibition where I spotted Norm Kernick, a teacher from my school Enfield High. He was running a model steamboat in a toddlers` pond which was surrounded by a rail track on which men were driving little model steam trains. I duly approached Mr Kernick and he told me about SASMEE. Subsequently after turning Fourteen I joined as a junior member. Cont`t

Then it was away with the Meccano set and the Hornby trains and I set about building a wooden destroyer scaled up from a plastic kit. It was powered by a rehashed oscillator steam engine and a centre flue boiler fired by a make shift kerosene blowlamp. Later I built three more steam boats from jam tins.

In 1961 I took up an apprenticeship in fitting and turning with British Tube Mills. Now with access to lathes and mills I started my first loco, a 31/2"g. SAR900 class diesel, powered by a 30cc two stroke engine.

In 1962 when I first brought it to the track I was nearly drummed out of the Society as full size, as good steam locos were being scrapped to make way for diesels. I was excused for such modern thinking as I was an apprentice who didn`t know any better. However in 1964 I saw the light and built my first steamer a 31/2"g 520 class which I continued building for many years.

In 1967 with "900" in the boot and a surfboard on top I went on a working holiday to Melbourne, Sydney and Brisbane where I attended AALS Conventions. Jobs were easy to get then. It was off to New Zealand in1970 for two and a half years chasing trains and bush walking. Back home to Australia for a while working as a tool maker at Hercus. In 1973 I was off to England and got a good job in Bristol working on press tool and gauges for aircraft parts. While there I visited many model engineering clubs and tourist railways. Dennis Irving [deceased SASMEE member] visited occasionally and we went to various clubs and full size railway events. I did a camping tour of Europe and a six week holiday in the USA and Canada traveling by Greyhound bus.

Finally I came home in 1976 and was re-employed at Tube Makers where I had started my apprenticeship. There I worked as a toolmaker on bending jigs and flare forming tools. Then I met my dear wife, Rosemary, and bought the current house we live in now.

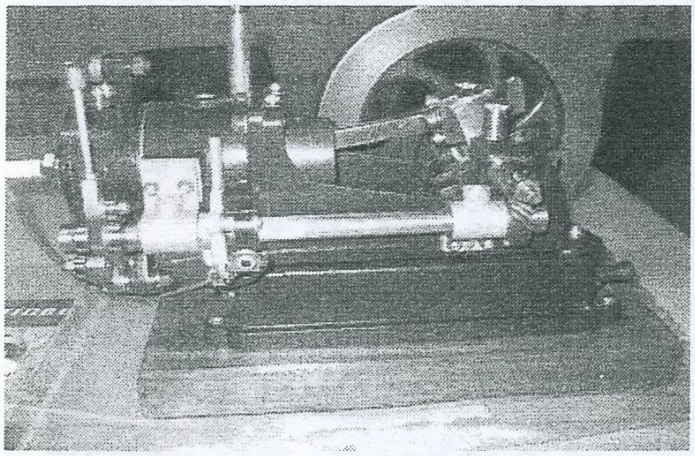
I have built three 5"g steamers and much rolling stock. I retired in 2000 and spend a lot of time restoring, repairing and servicing my four motor cars – a Mk 1 Zephyr, a Mk 2 Jaguar, a Mk 1 Cortina and a Mondeo. Most activity lately is the maintenance of locos and boats.

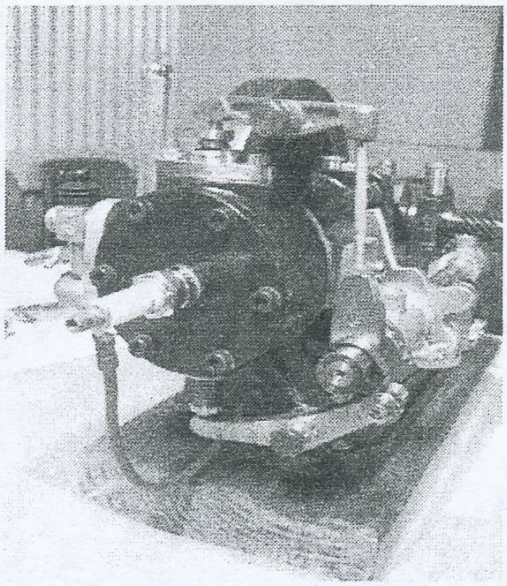
I run at SASMEE and Prospect and find time for Bushwalking and par 3 golf.

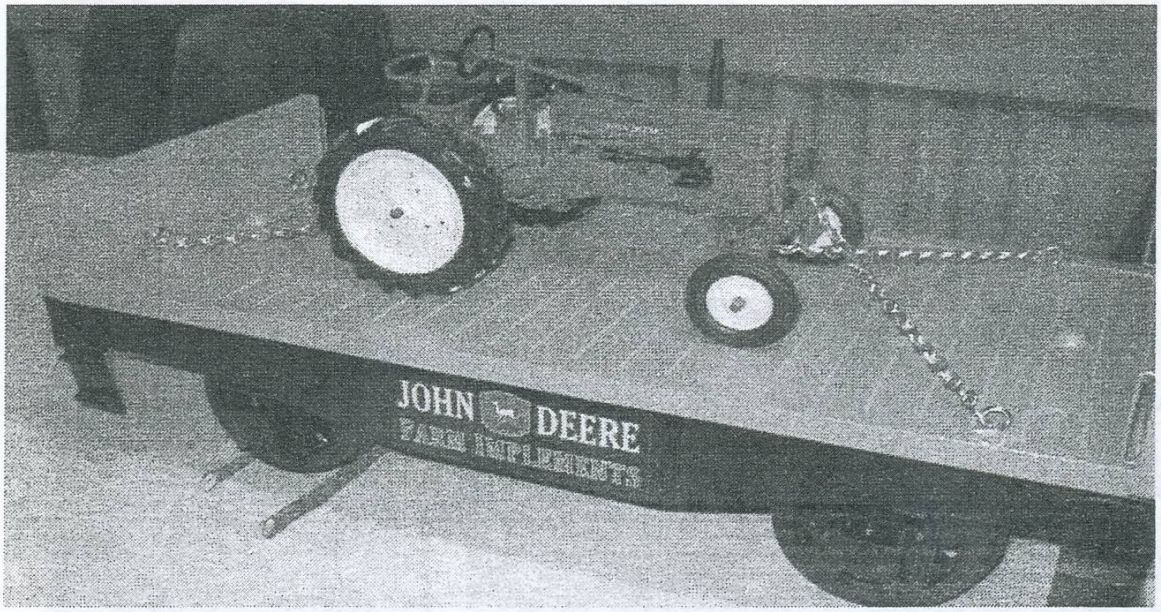
I hope one day to to build a 5"g G.W.R. Grange and have most materials on hand. Now a t 74 I look back on 60 years continuous membership of SAMEE. I have seen many changes in the Club and hopefully can look forward to more happy years of modelling and train running.

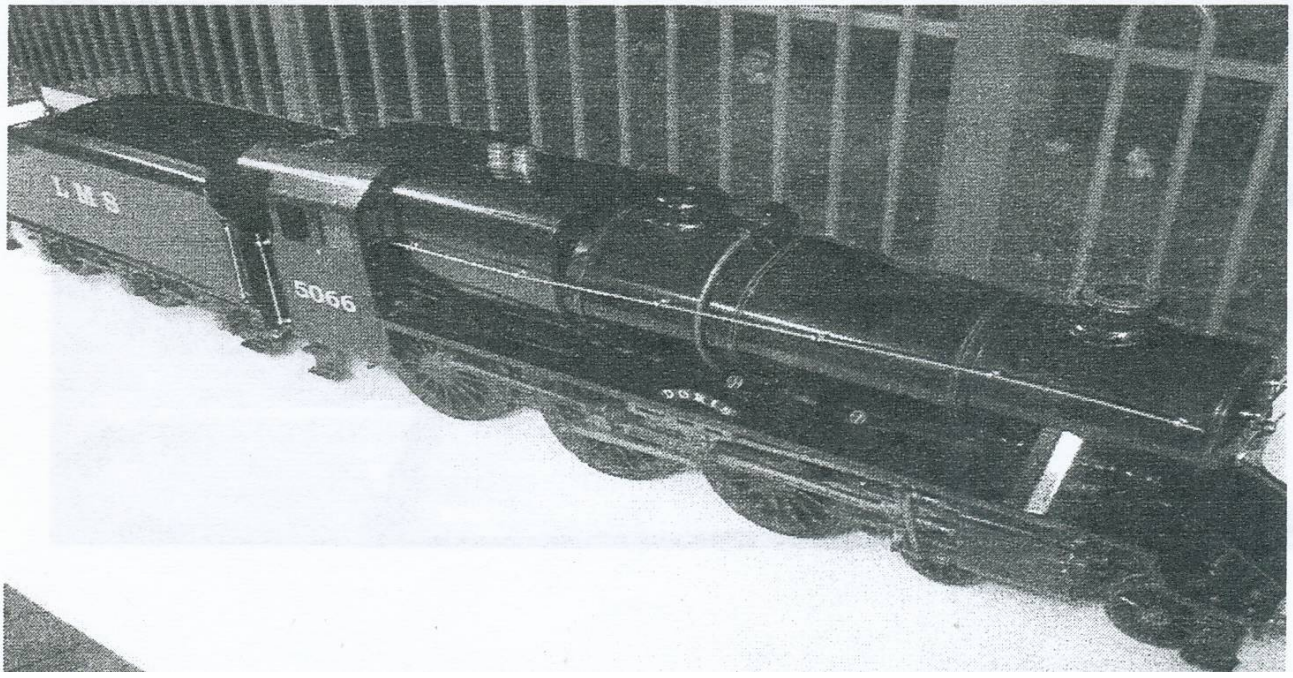
Bob Smith.

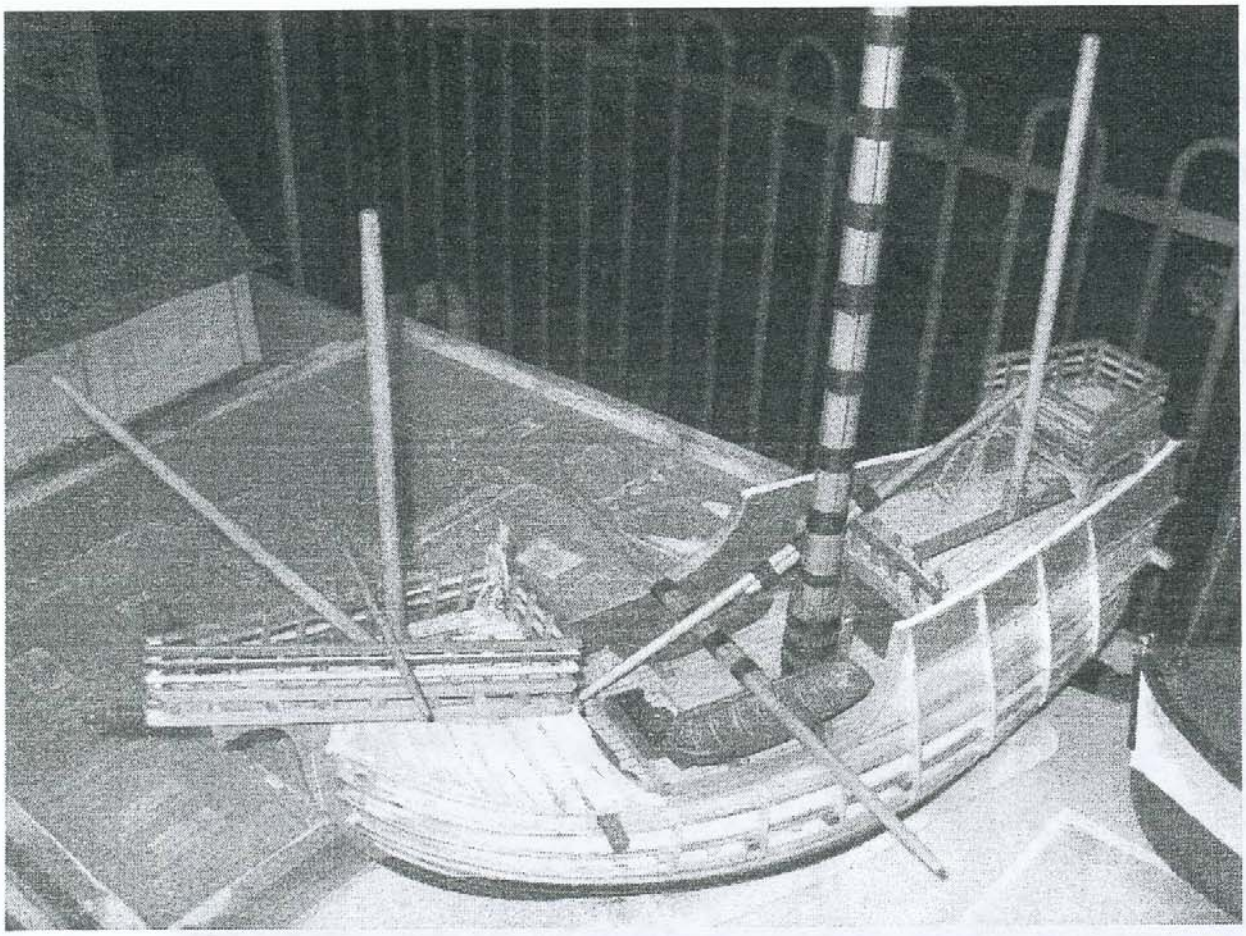
SHOW OF WORK 2017, General Photos.

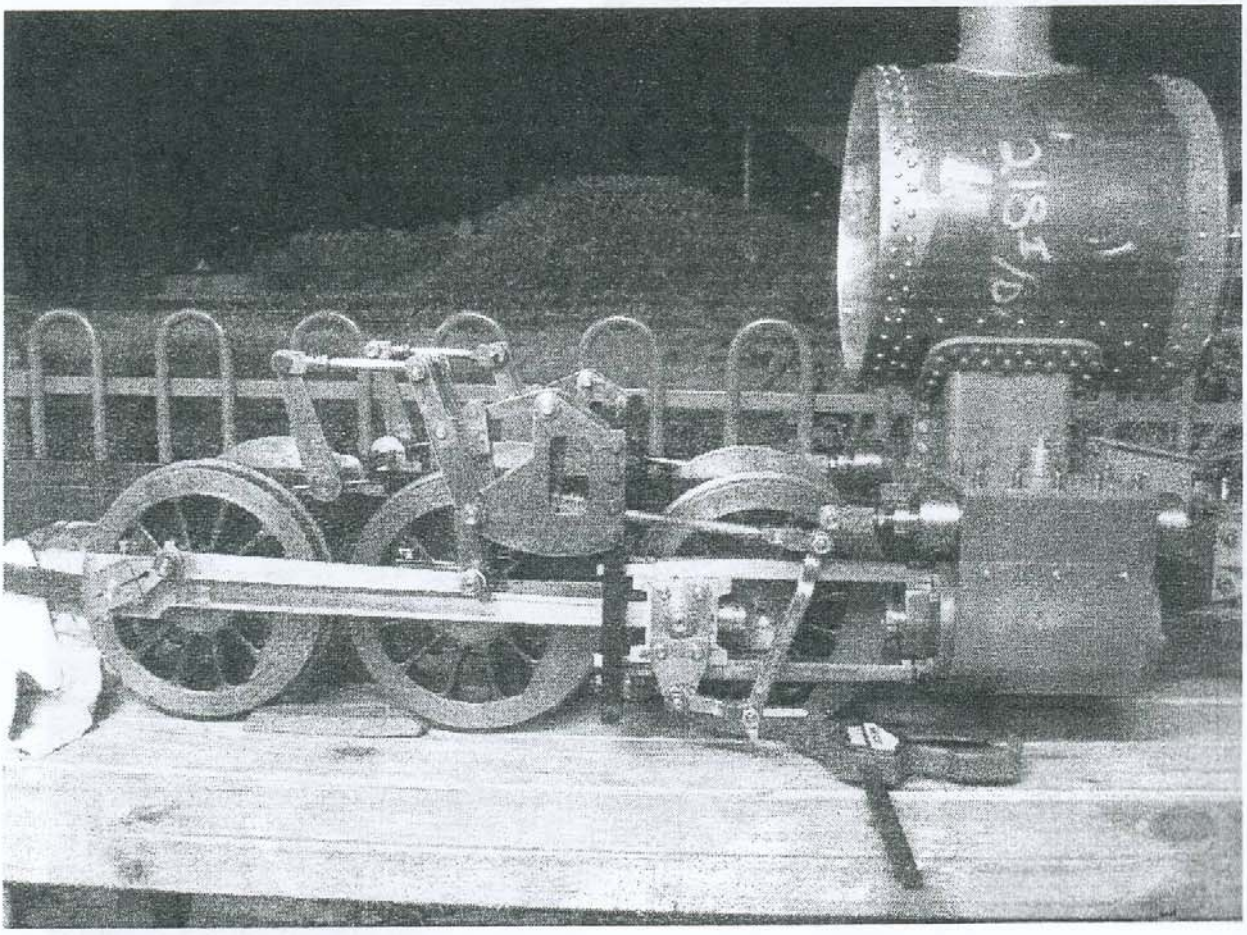


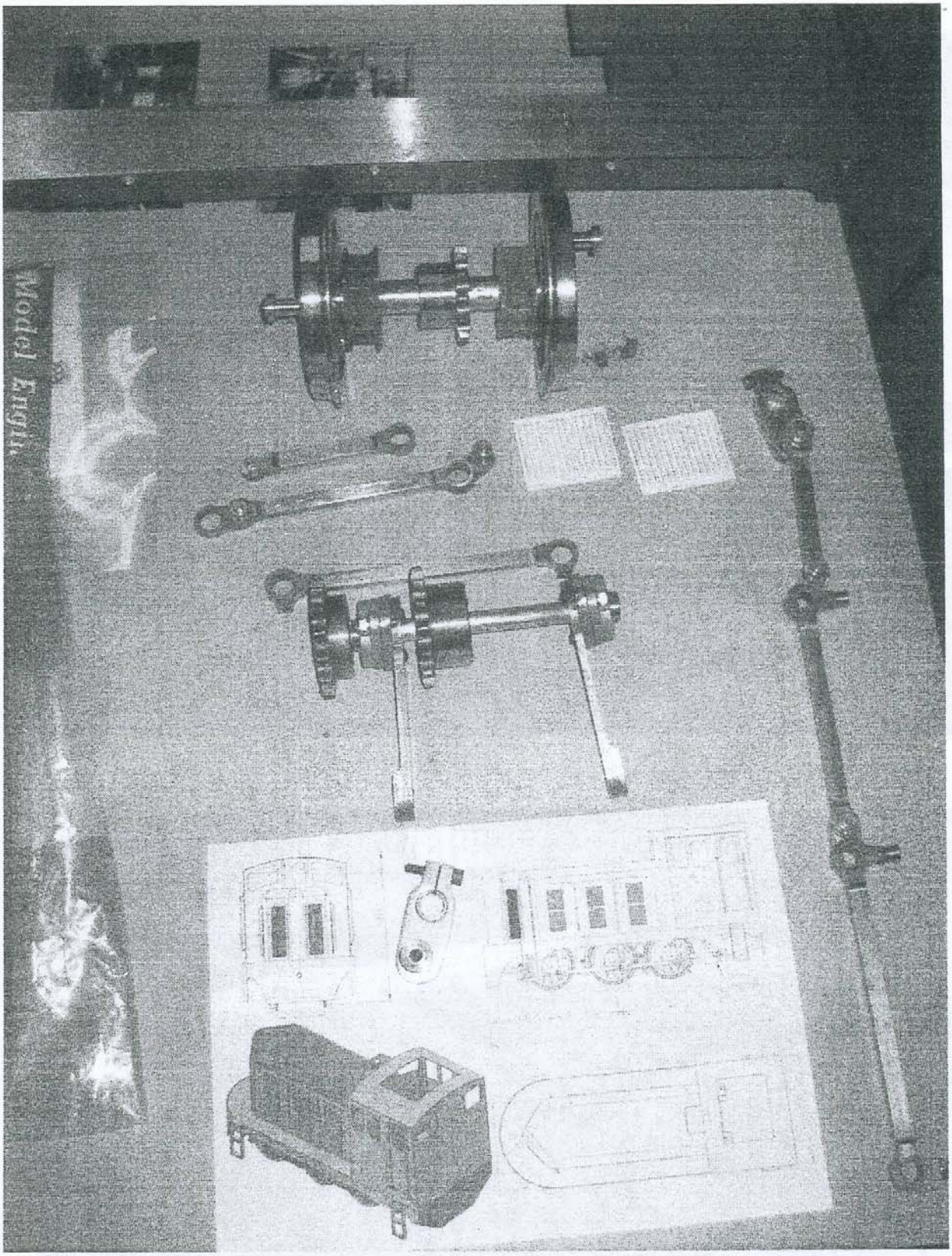








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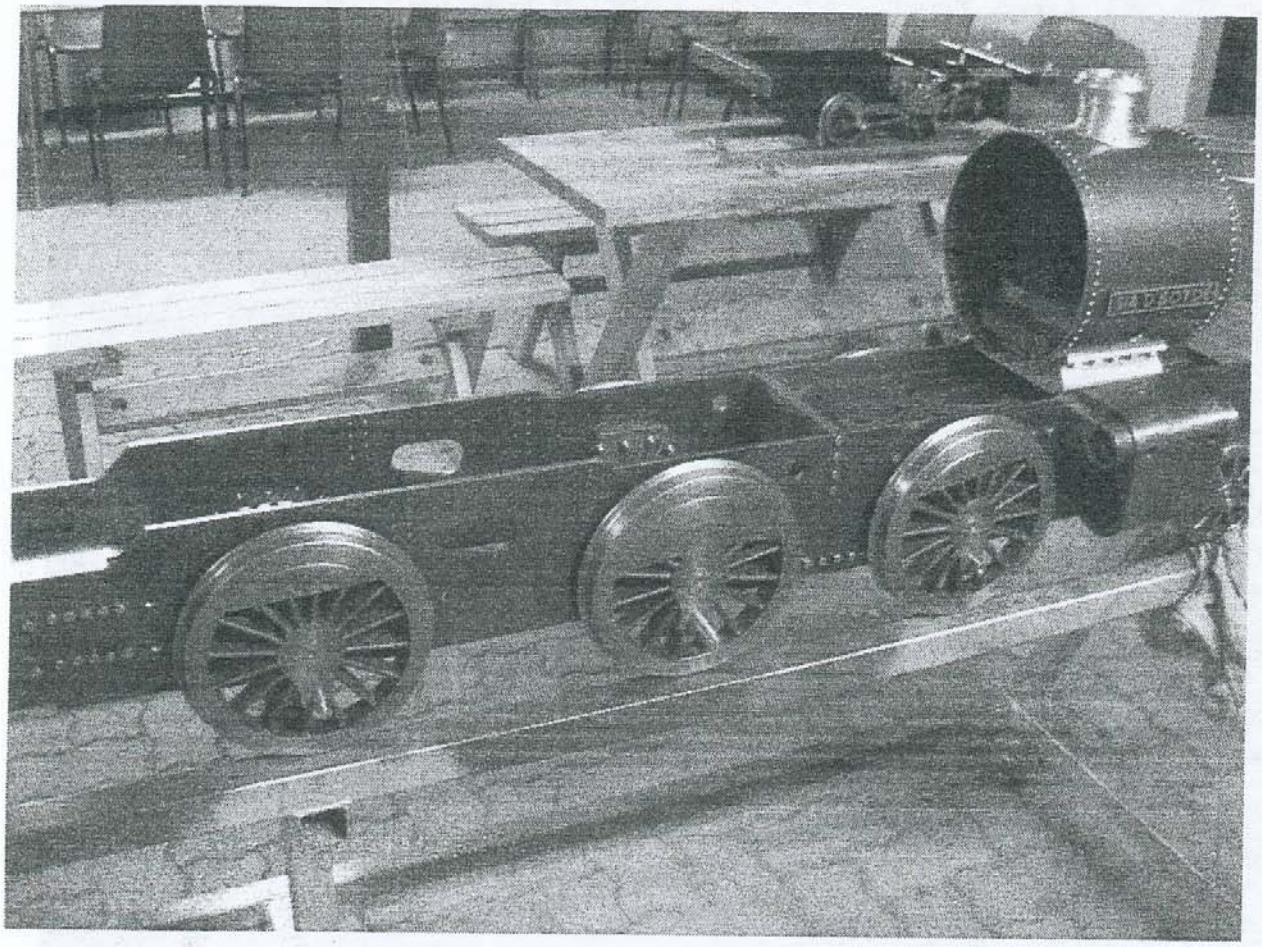
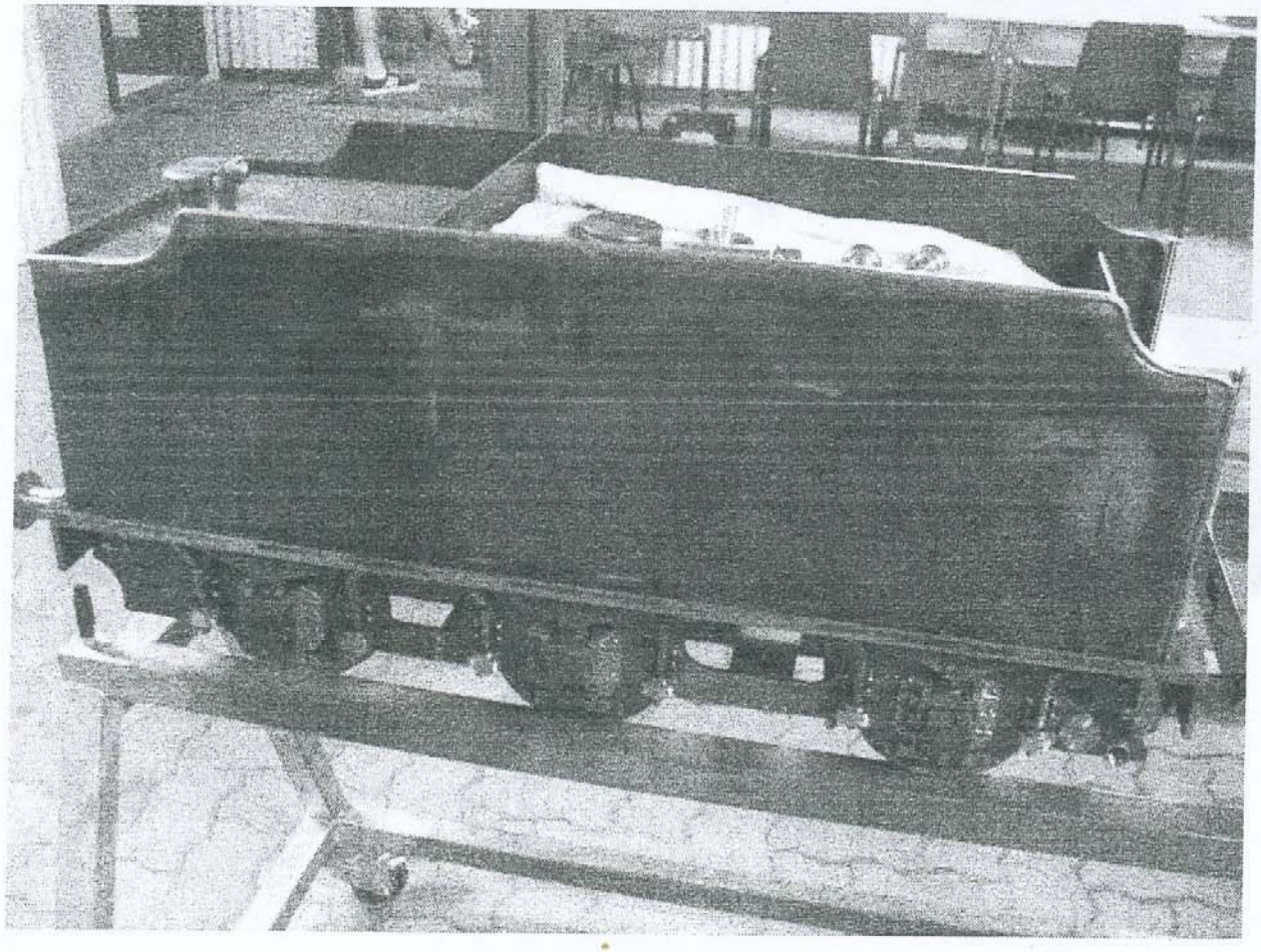
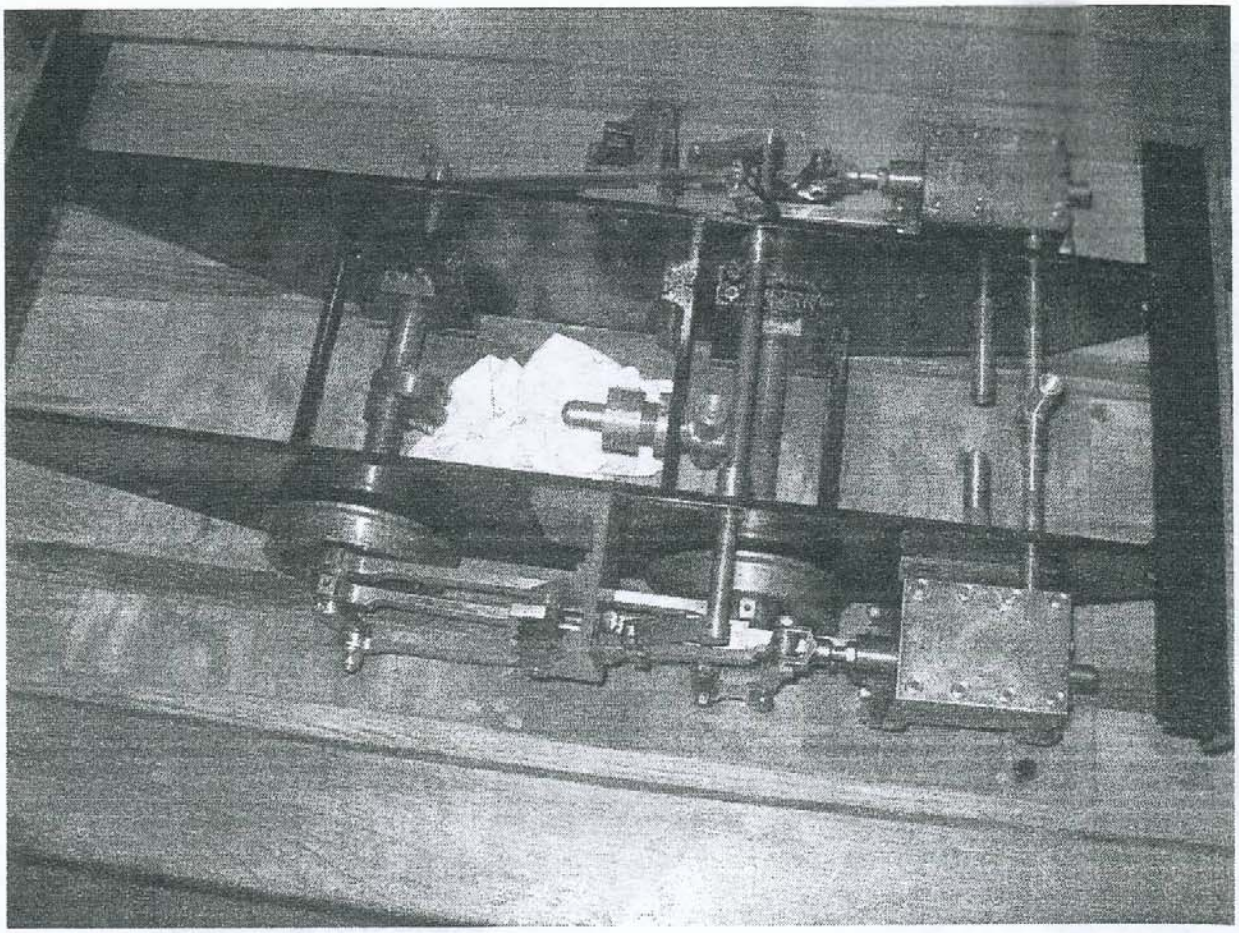
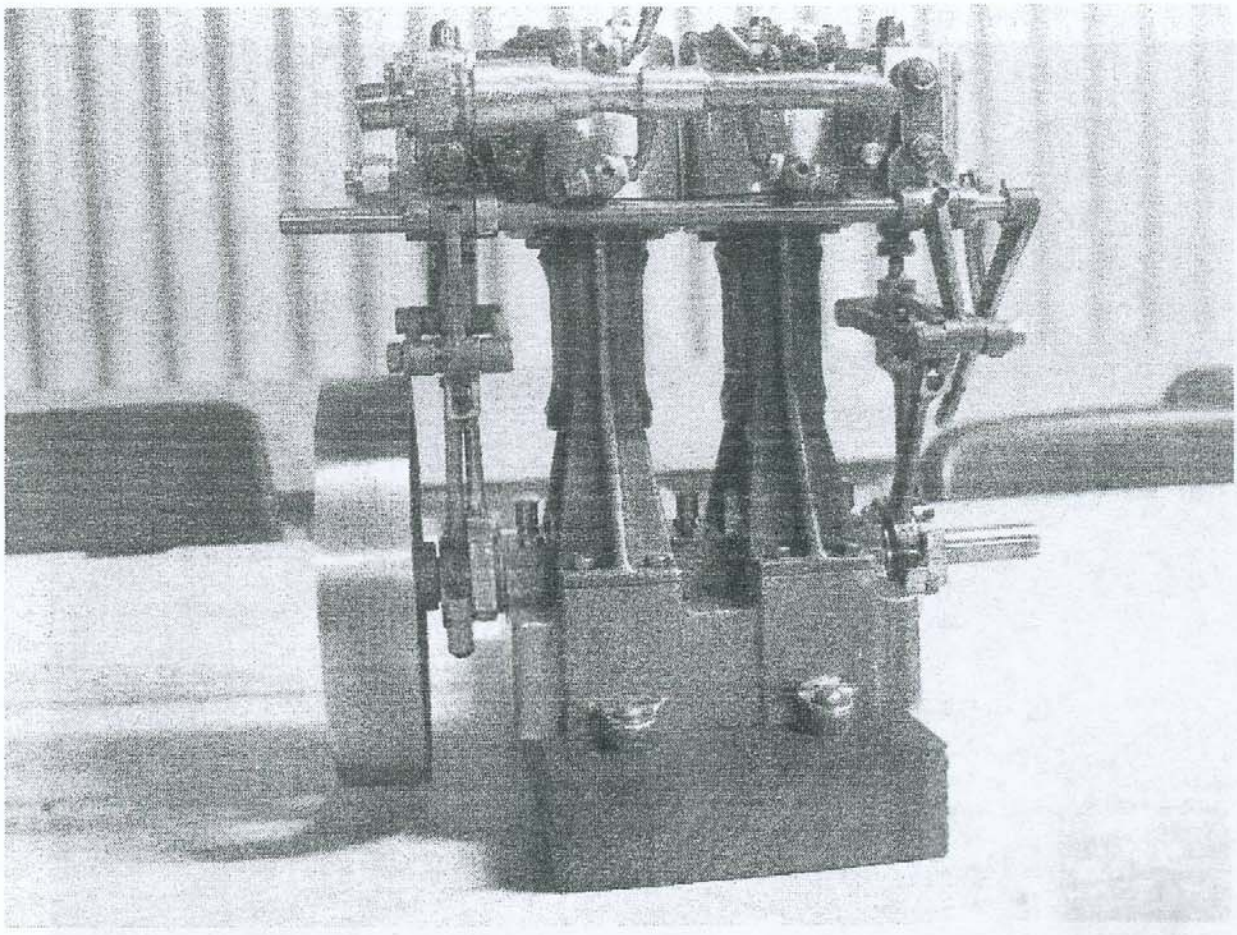
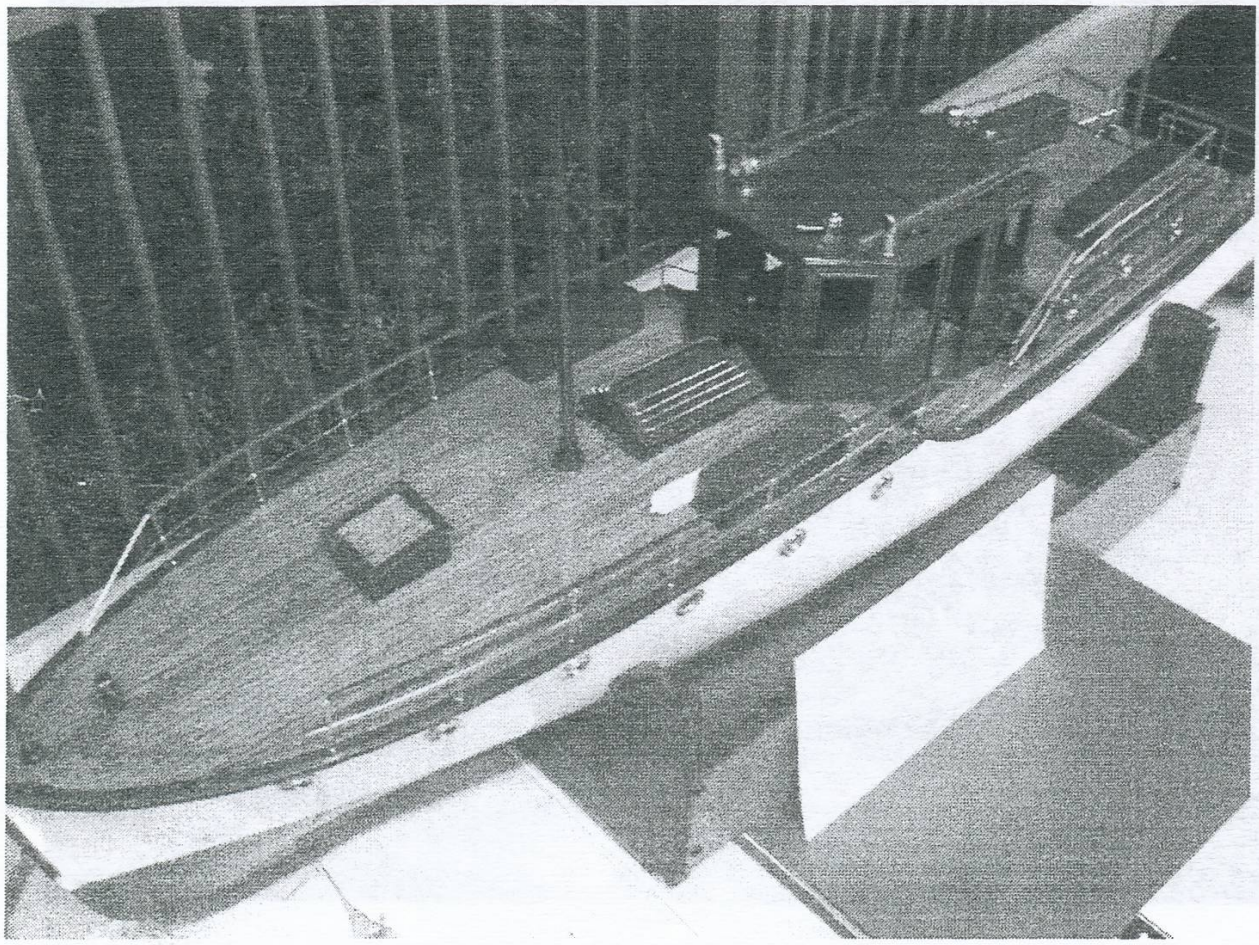
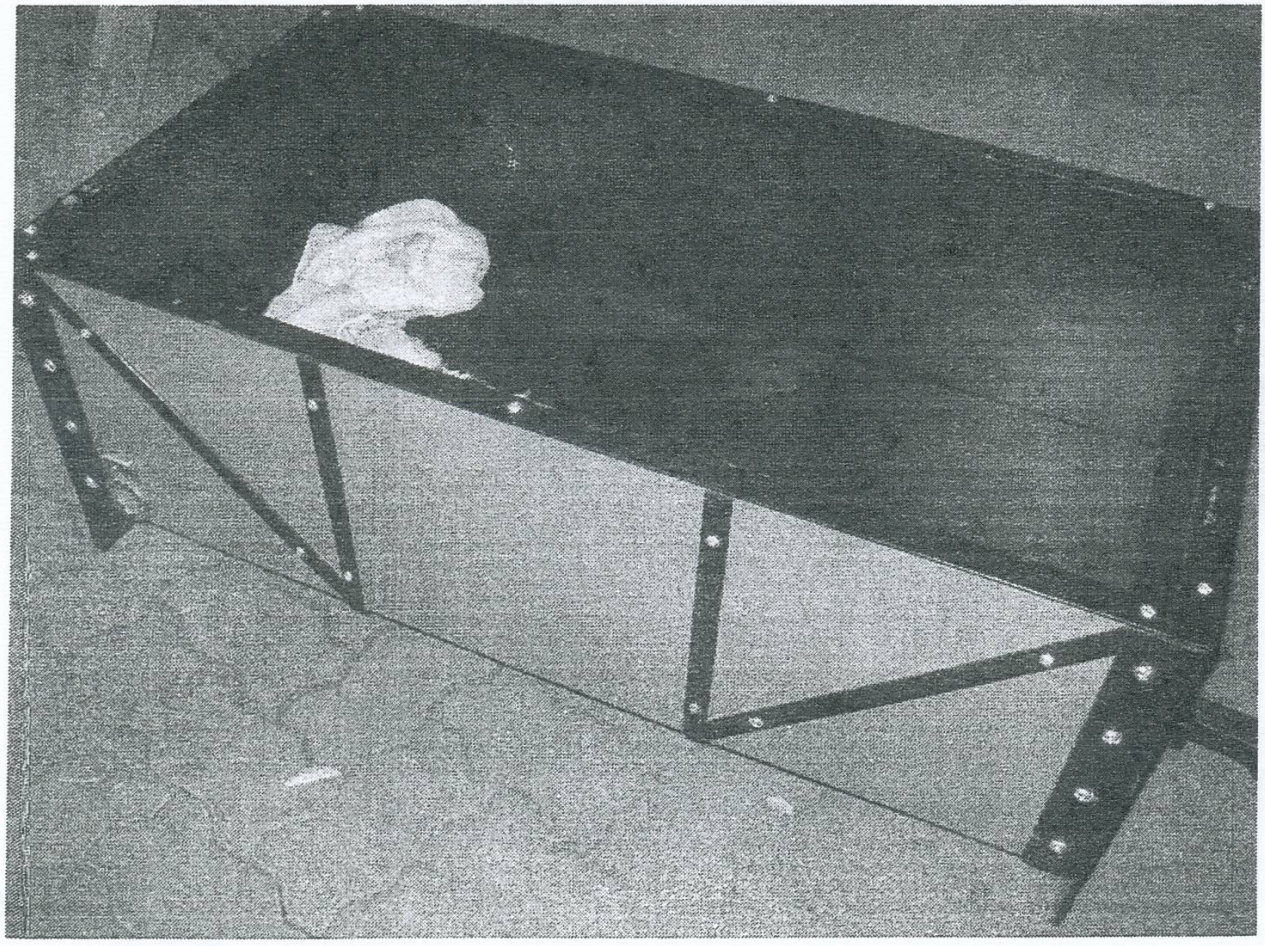


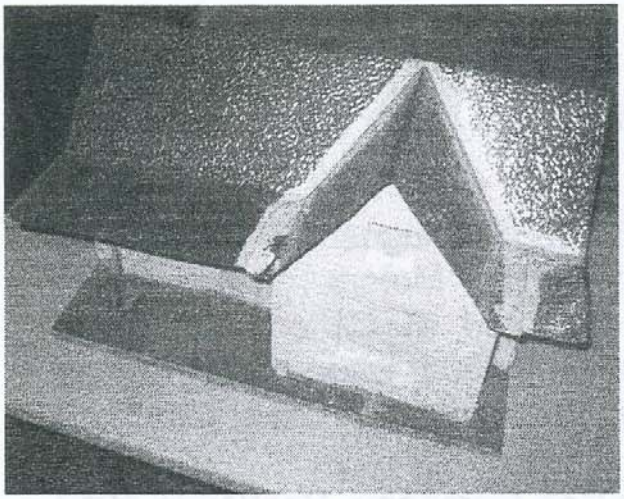


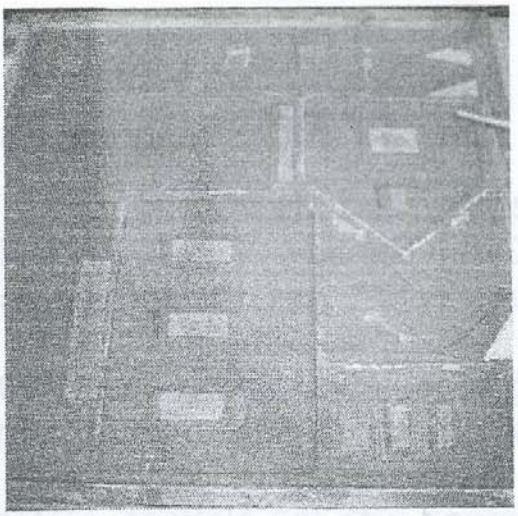












Max Shuard`s "plug" layout prior to erection into the Garden railway structure.

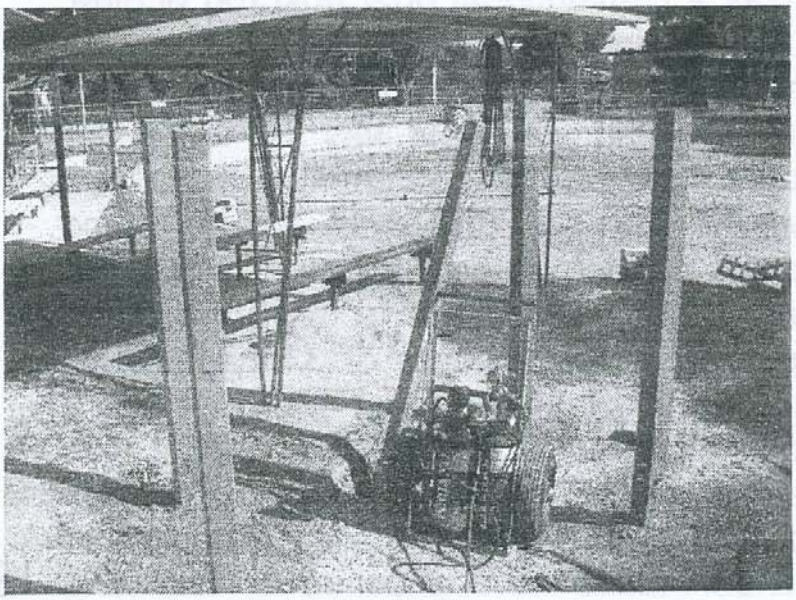
FOR SALE.

A 5"g "Wombat". This Loco is currently in the SASMEE Club house. It is for sale complete with all ancillary equipment needed for steaming and track running including the riding truck. It does not have a current boiler certificate but has been run recently. Graham Richards is selling due to no further use and open to offers of a fair price. Phone 0417776961 As a separate issue Graham has a complete set of castings, for a C36 also for sale.

A **Drill Mill** is advertised on the Club notice board. This mill is of a substantial size and capacity and would make a useful addition to anyone seeking a machine in very good condition. Full details relating to its` history plus a wide range of high class tooling is included in the sale. For further details contact, John Levers on 85360135.

BOILER INSTALLATION UPDATE

A compact structure is being constructed to the South of the boiler house. It is for the containment of the gas bottles to fire the new boiler. More later.



OTHER THINGS.

By the Editor.

W.O. Bentley and his engine.

Walter Owen Bentley. [September 16th 1888 - August 3rd 1971].Often known as "W.O." was the founder of Bentley Motors. One of five brothers and four sisters, he was educated at Clifton College, a boarding school near Bristol, from 1902 until 1905, when he left to start work as an apprentice railway engineer with the Great Northern Railway at Doncaster.

After a period with the National Motor Cab Company, Bentley in 1912 joined his brother, H.M [Henry]Bentley, in a company called "Bentley and Bentley" selling French DFP cars. Unsatisfied with their performance, W.O. designed new aluminium alloy pistons and a tuned camshaft for the DFP engine, taking several records at Brooklands in 1913 and 1914.

In 1915 he found himself a Captain in the Royal Naval Air Service. He was installed, by the Admiralty, into the design department of Gwynnes who at that time were building Clergets, a 9 cylinder radial rotary aircraft engine being used in the Sopworth Camel. He was instrumental in making various design improvements, [including the adoption of aluminium pistons] but was soon neck-deep in the politics, manoeuvrings and jealousies that arise when an outsider is let into the design department. The Admiralty then moved Bentley to the Humber works at Coventry and commissioned him to design a new rotary. This was a remarkable courageous and prescient decision.

Though Bentley was successful as an engine tuner and competitor in pre-war motor sports he had no *bona fides* as a designer of complete engines.

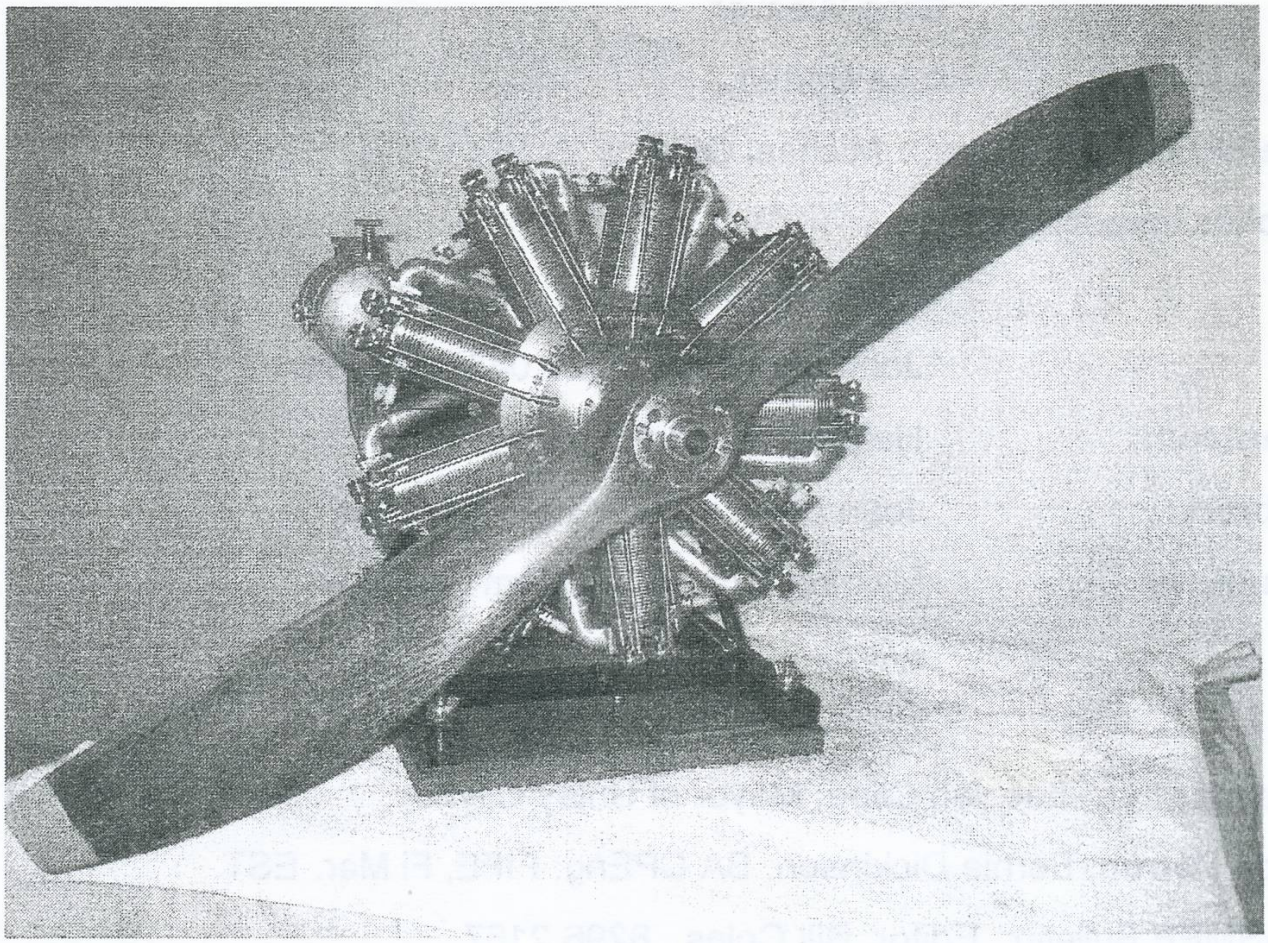
At the time of "W.O"s entry into the engine design the Admiralty were using the Clerget 9B. This was a conventional dual pushrod engine, [its predecessor, the Gnome was a single pushrod engine based on a Le Rhone] its` cylinders had deep fins around the cylinders, dual ignition but was very prone overheating. The heat was not dissipated evenly. The front of the cylinders were getting the benefit of the airflow and were cooled better than the rear with the cylinders becoming distorted. To compensate for this problem specially piston rings were fitted.[obturator] If this ring broke, as it was prone to do, the cylinder tuned blue from the heat indicating a temperature of 316degrees C. Not a good position to be in at 15,000 feet. Rated at 130-hp it had a duty cycle of 15 hours. Cost, mounted in a Sopworth Camel was £907.50. [For interest, the airframe cost of a Sopworth Camel was £874 10s] Bentley took over and quickly installed alloy pistons with cast iron liners, the steel cylinder heads were attached by four long

bolts running from the crankcase to the heads. thereby improving maintenance downtime. Bore and stroke were slightly increased. Improvements were made to the so called "carburation". Designated BR1 and rated at 150-hp for a price of £605.

Another step forward and the BR2 arrived. The crank case started as a lump of metal weighting 112 pounds, after machining, 28lbs. Each cylinder head started from a solid 20lbs, after machining was complete it weighted only 5lb 5ozs. The final design BR2 engine had a bore of 5.5",[140mm] a stroke of 7.1"[170mm] with a capacity of 1.522 cu.In.[24,961cc] Its` weight was 493 lb.[224kg] It was rated at 200-hp at 1300rpm. The prototype, in October 1917 gave a reliable 234-hp.

Many were the tests and experiments to which the BR2 was subjected too, but the basic design was considered sufficiently sound for orders were placed for 30,000. Several thousand were built and fitted to the Sopworth Snipe before contracts were cut following the Armistice. The BR2 remained a standard R.A.F.engine until 1928 when it was declared obsolete for service purposes.

For his efforts during war time he was awarded an MBE, and an award of £8,000 from the Commission for Awards to Inventors.



A BR2 in ¼ scale.

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Canteen:	Helpers wanted Urgently.	
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